

B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES. NO. 1414. 日九初月二十年五十二緒光

TUESDAY, JANUARY 9, 1900.

二拜禮

號九月正英港香港

THIRTY DOLLARS.
PER ANNUM.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED,
General Managers.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Ver 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies—

KOBE, TOKIO, NAGASAKI, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHWANG.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.

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HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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THE HONGKONG TELEGRAPH, TUESDAY, JANUARY 9, 1900.

To-day's Advertisements.

DELIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 11th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th January, 1900.

[43b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on THURSDAY, the 18th instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th January, 1900.

[159a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN."

Captain Nelson, will be despatched on THURSDAY, the 18th instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th January, 1900.

[159a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain Blaxland, will be despatched for the above Port, on SATURDAY, the 13th instant, at 5 p.m.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SIDEWAN, TOMES & CO.,

General Managers.

Hongkong, 9th January, 1900.

[43b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1900.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

Per Case.

B.—VINTAGE superior quality.

Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, super-

ior quality, Black

Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (Old Bottled) 20.10

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast.

Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

On the 25th December, at Blanche House, Mount Elizabeth, Singapore, the wife of H. ESCHKE, of a son.

On 27th December, at Ailsa, Mount Elizabeth, Singapore, the wife of J. GRAHAM, of a son.

At No. 55, Szechenyi Road, Shanghai, on the 2nd of January, the wife of Dr. W. A. DUNCAN COOPER, of a daughter.

MARRIAGE.

On the 23rd December, at the Presbyterian Church, Singapore, by the Rev. S. Steven Walker, M.A., JAMES LOGIE, late of Wollith Village, Pethshire, to FLORENCE, ISABEL, eldest daughter of Mr. Robert Small, of Ethelred Villa, Hastings.

DEATHS.

On the 4th December, at 13, Cavendish-square, MARIA LEWIN, eldest daughter of the late Sir John Bowring, LL.D., F.R.S., formerly Governor of Hongkong, and H.M.'s Plenipotentiary in China, in the 81st year of her age.

At No. 2, Kuan Street, Anson Road, Singapore, on December 29th, Mr. E. J. STRIKE, aged 65.

In England, on the 26th ultimo, CHARLES WILLIAM BATTE. By telegram to Shanghai.

have surrendered. One hundred and twenty men, including twelve officers, surrendered, besides seventy natives. The ammunition stores were given up.

Cape Colony.

General French reports that the position is much the same, but that a serious accident has befallen the 1st Suffolks. Four Companies attacked a hill a mile from the Camp, and Col. Watson, who ordered a charge, was immediately wounded. Orders for a retirement were then given, it is said by the enemy, and three quarters of the force retreated to the Camp. The remaining quarter, who held their ground, were overpowered and surrendered. Seventy were taken prisoners, including seven Officers.

WEATHER REPORT.

The Observatory report says—

On the 9th at 11.55 a.m. barometric changes are slight. Pressure remains high over the interior of China, and relatively low in the Pacific in the neighbourhood of the Loochongs. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST.—Fresh N. winds; fine.

LOCAL AND GENERAL.

OWING to pressure on our columns we are forced to hold over the list of persons attending yesterday's levee until to-morrow.

THE return of cases of communicable disease reported as occurring in the Colony during the week ended the 6th inst. shows two cases of plague and three deaths.

THE new London Borneo Tobacco Company, which works in British North Borneo reports such favourable crop results this year, that the directors recommend a dividend of ten per cent.

IT is reported at Kuala Lumpur that two well-known citizens of that town are going to the Transvaal with the object of joining the Imperial Light Horse, or any corps that will take them.

LIEUT. R. E. K. Domajowski of the King's Own Regiment, now at Singapore, has been granted leave of absence to England to June 25th this year, on the recommendation of a medical board.

AN address from the British community of Bangkok was presented to Mr. Greville, the British Minister, and Mrs. Greville at the Legation on the 19th ulto. Mr. and Mrs. Greville expected to leave Bangkok for Europe on the 21st ulto.

THE return of tin and tin-ore, in the F.M.S. from Jan. 1 to Sep. 30 show 211,745 pikuls of tin and 265,751 pikuls tin-ore were produced.

The out-put for the nine months of 1899 is 29,845 pikuls less than for the corresponding period of 1898. On the other hand the increase in duty is \$2,297,756. The average price of tin for Sept. last year was \$85.92; for 1898 \$43.91.

THE Sultan of Colle in Dutch East Borneo died on the 2nd instant. He was an enlightened ruler who had sought to develop the resources of his State from the time of his accession in 1852. Colle abounds in coal and petroleum, and companies to work these sources of wealth have been started. The oil deposits are highly promising, especially those worked by the Messrs. Samuel.

COMMANDER De Robeck, who was in command of the Medway instructional flotilla of torpedo-boat destroyers, has been ordered to go to the Cape in command of 200 naval ratings, who will be elected from the Chatham Reserve. He is to take the place on the *Powerful* of the late Commander Ethelston, killed at Graspan. Commander De Robeck is well known on the China station, where his cricketing abilities are well remembered.

REUTER'S TELEGRAMS.

THE WAR.

Ladysmith.

LONDON, January 7th.

A despatch from General White, dated 6th instant, states that the enemy attacked Cesai's Camp on the South of Ladysmith on the 6th with a considerable force and were repulsed everywhere. Fighting, however, continued.

Search of German Steamer at Aden.

The Authorities have given up any further search of the German steamer recently detained at Aden.

RUSSIA IN ASIA.

The hours are flat owing to a semi-official announcement at St. Petersburg, that in view of recent reports of the alarming situation in Afghanistan, Russia has experimentally sent troops from Tiflis, via Baku and Krasnovodsk; by rail to Kushka, thereby proving the possibility of the vanguard of an Army Corps reaching Kushka from the Caucasus in eight days.

LATER.

THE WAR.

Another German Steamer Seized.

The German steamer *Horizon*, conveying the Belgian Ambulance to the Transvaal, has been seized and brought to Durban by a British war-ship.

The Attack on Ladysmith.

General White telegraphed yesterday that the Boer attack had been renewed and that he was very hard pressed, the Boers being in great numbers.

Demonstration by General Buller.

General Buller sent all available troops yesterday to demonstrate at Colenso where the enemy occupied all the trenches.

Surrender of Kuruman.

Reuter's Agent at Lourenço Marques reports that the police holding Kuruman

A SMALL fire broke out in the second floor of No. 22 Western Street, opposite the Sailors' Home, last night at 8.15. The rooms were occupied by a gentleman named Campbell and his family and it is supposed the fire originated by the upsetting of an oil lamp. The place was gutted out but very little damage, if any, was done to the remainder of the house, business as usual being carried on this morning on the ground floor. It is estimated that the damage amounts to \$150 but the house is insured for a sum far in excess.

SHANGHAI was specially favoured by seeing the year ushered in with snow on the ground.

Sunday, Dec. 31st was wet and cold in the morning, and soon after noon snow began to fall, continuing until after dark, by which time quite two inches of snow-white covering had been deposited. Then it turned colder, everything being frozen solid in the streets by midnight. Ten degrees of frost were registered both Sunday and Monday nights, though on Tuesday and Monday, during the afternoon, the thaw made the streets bad. The natives were busy both days gathering ice in preparation for the hot days to come.—*Shanghai Daily Press*.

The following composed the special jury:

Messrs. G. Moxon (foreman), C. W. Dixon, E. W. Mitchell, A. Babington, C. C. Ichibald, T. I. Rose and G. P. Lamert.

The whole of yesterday afternoon was taken up by the opening of the case by Mr. Drummond, the greater part of which we reported last night.

After speaking at length, on the law bearing on the case, he concisely and clearly put the facts before the jury for their consideration. They are briefly these:

On the 12th October 1898, the steamer *Active*

was chartered on behalf of the plaintiffs to carry certain goods for them from Tientsin. The steamer reached Tientsin on the 27th October, and left loaded on the 31st October.

On the 9th November she became a total wreck off Tamsui. Six days before she left Tientsin a further insurance of \$10,000 was effected, and a further insurance of \$4,318 was subsequently taken out.

The plaintiffs endeavoured to get payment, but were not successful. Mr. Drummond finished his opening at about half-past three, when the Court adjourned.

January 9th.

This morning on the re-assembling of Court Mr. Drummond said he would now call his witnesses.

The first witness called for the complainant was Hung Hui Ching, who said he had in his native city on Wednesday at noon in her eighty-fourth year, says the *N. C. D. News* of 5th inst. This will necessitate the appointment of a new city magistrate—the third within a year—as Mr. Lan will have to go into the usual period of mourning and retirement from public affairs. It is stated that a candidate for the district magistrate of Shanghai has to pay the Peking officials something like Tls. 40,000 for the appointment, and in some cases even Tls. 50,000, while an acting appointment costs the appointee about a third of the amount, which does not go to Peking but to the Provincial officials.

IT is stated in the Shanghai vernacular papers that Admiral Yeh of the new Peiyang fleet recently applied unsuccessfully to the Missionary Medical graduates to serve in his fleet with the pay of Tls. 50 per mensem per doctor. There is nothing at all surprising at the Admiral's non-success, as the remembrance of the scurvy and shabby treatment the officers and men received at the hands of the Government at the end of the war with Japan is still fresh in the minds of all foreign-educated Chinese throughout the country.

Unless the Imperial Government is prepared to organise its fleets on a proper foreign basis, it is to be feared, that very few persons, who have means and independence, will willingly join the Imperial Chinese Navy.—*N. C. D. News*.

It is reported in Shanghai mandarin circles,

that Vice-Admiral Hsu of Fochow is now under a cloud at Peking owing to the fact that he has made another contract, unknown to the Tsung Yamén, with M. Doyère, the French Engineer-in-Chief in charge of the Foochow Arsenal and Naval Dockyard, whose contract ended on the 31st December last, to continue the charge of the above for another term. The Tsung Yamén, on the other hand, had, it is alleged, already arranged with the Japanese Government for the engagement of Japanese engineers, shipbuilders, gunsmiths, etc., to teach the Chinese at the Foochow Arsenal as soon as the contract with the French officers and artisans had expired.

The question now is whether the Viceroy of a province has greater power in

thoroughly loyal, yet lived in an environment of lukewarm Dutch, which rendered enthusiasm somewhat difficult. The sight of the splendid corps from the sister Colonies has inspired a feeling which can never be forgotten, and which could be read in the visible emotion and frenzied enthusiasm mixed with gratitude. Never, perhaps, in the history of the Empire has so impressing a sign of close union as the presence of the Colonials, who are here from all quarters to help a sister Colony in trouble, been witnessed. This is the view taken by the Cape Colonists. And notably have the Imperial troops been accorded a great reception, but the heart of the Colony has been really touched by the outward and visible sign of the Empire's magnificent resources afforded by the arrival of the Colonial contingents.—*Reuter.*

Experiences of wounded Officers.

London, December 6th.
The P. & O. steamer *Saturnus*, with Government invalids from the Cape for London, was berthed in the Royal Albert Docks yesterday afternoon. The vessel, one of the chartered transports, carried 250 wounded from Durban to Cape town, and her complement of men who had been discharged from Wynberg Hospital to afford accommodation to those brought down from the front. The *Saturnus* reached the ThAMES with 131, including 45 women and 68 children, and 2 officers—Lieutenant Manley, of the 21st Battery Field Artillery, and Captain Forbes, of the Imperial Light Horse. These two officers were the only wounded on board. Lieutenant Manley (says the Press Association) contentiously consented to be interviewed in the saloon. He had a shield over the right eye, and bore evidence of the severity of his sufferings in a star-shaped wound over the right temple, scarcely yet healed, and certain to form a permanent disfigurement. The gallant officer said he was wounded by the bursting of a Boer shell at the beginning of the action at Elandslaagte. My first sensation was that I had been struck on the head by a blow from a stick. The splinter went through the khaki helmet I am now wearing. This occurred before our gun had fired a shot. The action began at three in the afternoon, and I was knocked over half an hour afterwards. Other Boer shells had fallen within a very short distance, but they had not struck oil. I was for the moment stunned, but picked myself up and then found two of my men on the ground. I went on till the close of the engagement. The shell by which I was struck was fired at four thousand two hundred yards, and it was one of the Boer guns we silenced later on.

Did you find the Boer shells burst well? They burst all right, but we found that the enemy did not understand the time fuse. As a consequence their shells generally burst on the ground, and so did the shell by which I was struck. My gun was getting into position when I had the ill-luck of being knocked over before firing a shot, but I went on till dusk, quite three and a half hours. When it was all over we marched down the hill to find water for our horses. I felt little till three days after, although I had sustained concussion of the brain, and must have been almost off my head, when I was put into the train for Ladysmith. The garrison was quite safe on the 2d November, and had plenty of stores.

Replies to a question as to his intentions, Lieutenant Manley said—I wish to get back next but, I hear that a sixth division is going out, and I intend to volunteer as soon as I get the chance. It was very hard luck to be invalided at the start, but I had to obey orders. Talking with a Central News representative for a few minutes, Captain Forbes said—The Elandslaagte fight was the heaviest continuous fire British troops have been under for some time. Had the enemy directed his aim more accurately our losses must have been much heavier. The Boers otherwise took every advantage of their position. Captain Forbes was wounded by one of Colonel Schiel's corps, which, evidently believing that the Boer fire had accomplished the greater part of the defeat of the British, were hurrying up to complete the work. With two exceptions—Colonel Schiel being one—all that corps were killed. As near as a hundred yards they stood up and took deliberate aim at the British. Captain Forbes had to remain on the battlefield till eleven at night, but he says the work of taking away the wounded was as expeditiously carried out as possible. He believes that the field dressing supplied to each man must have saved hundreds of lives. Boer farmhouses and cottages were utilised for temporary hospitals. Captain Forbes and Colonel Schiel met in one of these. Colonel Schiel seemed very surprised that he should have been beaten. Speaking of the death of Colonel Chisholm, Captain Forbes said when he was first hit the Colonel was assisting a wounded corporal to sit down. Although asked to take cover, the Colonel refused, and soon afterwards he was again hit, the wound this time proving fatal.

A Vryburg Missionary's Letter.

A letter has been received by the Colonial Missionary Society from the Rev. Richard Oliver, at Vryburg. He writes—For three weeks we have been cut off from the outside world. No news either by paper, letter, or telegraph has reached us. At the present moment a thousand Boers are in the town. We have, however, up to the present my reason to complain of the manner in which we have been treated. What is in the future for us I know not. A large number of our people have left town. This you will see when I tell you that in one week our offerings dropped from £3 to £10. That there is a very hard and very trying time before us I am quite sure. Our food supply is very limited. Already provisions have gone up two or three hundred per cent, and in a week they will be much higher. There is no possibility of getting supplies, as the line is broken up both north and south. Mr. Oliver appeals to the directors of the Society for help, but feels sure that in a few months the calamity will have passed.

FRANCE'S COMMERCIAL SUICIDE IN THE FAR EAST.

If official France were half as sensible as commercial France, Indo-China would long ere now have been in a lively ferment of prosperity. A French colonial journal looking with execrable longing at the commercial statistics of Hongkong has this—The commerce of Hongkong is enormous; even in 1896 it had risen to £10,20,278 millions of francs, an amount representing 43 per cent. of the total commercial movement of China. What a difference with our ports of Indo-China! Without doubt the fact must be taken, into account that the English preceded us in the Far East by a score of years, and that the occupation of Tonquin is of recent date. But what a difference in the methods of colonisation!

With our neighbours across the Channel unlimited commercial liberty, with us customs duties (*hors de douane*), legions of customs house officers applying complicated regulations of which they understand nothing. We exert ourselves to drive shipping away, we multiply obstacles against the entry and export of merchandise. How is it possible to be astonished, after all that, at the situation of our Indo-Chinese settlements, and at the little like strangers display for frequenting them. Hongkong attracts them in a very different way.—*S. F. Press.*

MURDER.

Another murder, the third this year in the district, has been committed in the Semantan says the Pehang correspondent of the *Straits Times*. Awang Akil, hitherto a harmless maniac, suddenly armed himself with spear and kris and constituted himself a terror, alike to his household and to the entire kampung of Baugau. At first he seemed to be unreasonably jealous of his wife, whom he wanted to exclude as much as possible, and he led the poor woman a life of ceaseless terror before he killed her three days later. Police were sent to effect his arrest, but no overt attempt at force was made by them for fear of the madman harming his wife. At length, Awang Akil made up his mind to go downstream to Kuala Semantan, to see the District Officer. He got into a boat with his wife, but, while just opposite the Police Station at Temerloh, he apparently changed his mind, and, in broad daylight and in full view of people on both banks of the river, stabbed his wife to death in the boat. The Police, who had been sent to Baugau to arrest him, were following in another boat, which was overtaken in the ensuing excitement of the moment. Awang Akil took the chance and made good his escape to the opposite bank of the river. All subsequent efforts to arrest him have proved fruitless. He is still lurking in the jungle, fully armed.

PRINCE HENRY.

Prince Henry of Prussia arrived at Bangkok on the 17th ulto, and was received with the honour befitting his high rank. Prince Henry is returning, on behalf of the Emperor of Germany, the visit which the King of Siam, scarcely yet healed, and certain to form a permanent disfigurement. The gallant officer said he was wounded by the bursting of a Boer shell at the beginning of the action at Elandslaagte. My first sensation was that I had been struck on the head by a blow from a stick. The splinter went through the khaki helmet I am now wearing. This occurred before our gun had fired a shot. The action began at three in the afternoon, and I was knocked over half an hour afterwards. Other Boer shells had fallen within a very short distance, but they had not struck oil. I was for the moment stunned, but picked myself up and then found two of my men on the ground. I went on till the close of the engagement. The shell by which I was struck was fired at four thousand two hundred yards, and it was one of the Boer guns we silenced later on.

JAPANESE TORPEDO-BOAT.

The Japanese torpedo-boat *Akabona*, 510 tons, 6000 horse-power, and carrying 54 crew, arrived at Singapore on 26th ultimo. The *Akabona* was built in London, and left there on the 10th Sept., but whilst coming through the Suez Canal she lost her port propeller. She will go into dock at Singapore for repairs. Captain H. Kawase is in command, and the *Akabona* was to continue her journey to Japan about Jan. 6th. The *Akabona* has the reputation of being the fastest torpedo-boat in the world. She did 31.59 knots at her speed trials.

ANOTHER DEAL IN SHIPPING.

GERMAN SYNDICATE BUYS FIFTEEN BRITISH STEAMERS.

We learn that another big shipping transaction has just been carried out. The German syndicate who some months back bought certain lines of the "Blue-funnel" steamers of Mansfield & Co., have purchased the entire fleet of the Scottish Oriental Steamship Company, comprising thirteen steamers and two newbuildings. The Scottish Oriental ships run between Hongkong and Bangkok, and are as follows—Mongkut, tonnage 859; Kong Beng, 862; Tai Chow, 802; Phra Chom Klao, 1,021; Phra Chom Khao, 1,012; Phra Nang, 1,021; Devawong, 1,057; Chow Fa, 1,055; Look Sok, 1,020; Machew, 995; Keong Kai, 1,115; Chow Tai, 1,115; Wong Koi, 1,115. This fleet represents a tonnage of 13,000, and over and above this there are two steamers building which have also been bought by the German Syndicate. It is definitely stated, on the strength of a telegram received from Germany, that though these steamers, under their new management, will fly the German flag, the captains, officers, and engineers will be at liberty to remain in their respective steamers so long as they desire to do so.—*Struts Times*.

THE KING'S OWN RESERVISTS.

Several hundred Reservists of the King's Own Royal Lancaster Regt. left Lancaster by special train on the afternoon of the 23rd Nov. Col. Fetherston, addressing the men at Bowes Barracks, announced that one of their old officers had sent a cheque for £100 for the Reservists' families. He assured them that their families would be well looked after in their absence. He was glad the Lancashire Brigade was going to the front, and, headed by the King's Own, he believed it would show what Lancashire could do. If it came to a bayonet charge, the King's Own would show the way as well as the Highlanders and Loyal North Lancashire Regt. had done. The march of the Reservists was marked by unbounded enthusiasm on the part of the spectators.

NETHERLANDS INDIA.

—PETROLEUM.

The petroleum trade in Langkat is said to be going ahead. Three ventures—the Royal, the Sumatra Petroleum, and the Langkat Agricultural and Mining Companies have refineries at work in that quarter. The Sumatra Petroleum Company has its works on the Gelang River. At the end of November, this Company shipped its first consignment of bulk oil, which went in steamer *Habun* from Celang to Bangkok direct. The Langkat Company has its refinery at Rantau Panjang. It has brought a steamer, the *Siak*, and ships its oil by her in tins to Singapore. It has also chartered another steamer, the *Ho Long*, to ply between Langkat and Singapore. The Royal Company has not fared very well lately. It had bored for oil in new concessions with slight success. It then turned to its old concession and struck a new reservoir of oil near Telaga Said at a depth of eleven hundred feet. This oil-field lies below the oil-field which, after years of productivity, began to fail after June 1898. It is reported that the new well yields one thousand barrels a day. The Company's shares at Amsterdam rose rapidly the moment the good news became known. This company is also prospecting further up the coast, at Perlak and Edi. It is said that these districts abound in rich oil-fields. The Company's local manager will himself direct operations at Perlak.—*S. F. Press.*

AN AMERICAN VIEW OF OUR DIFFERENCES.

This is how an Iowa paper puts the case:—The Boer says—This is our country. We snatched it from the savages. We made farms land of the wilderness.

The Briton says—We helped you to fight the Kaffirs. We developed the mines and made you rich. We built the cities.

Boer—You want it because of the gold and diamonds.

Briton—We seek only to protect our subjects in the legitimate pursuits.

Boer—You demand equal franchise. This would mean political extinction for us.

Briton—We pay nine-tenths of the taxes. Don't we deserve a vote? The majority ought to rule.

Boer—By the conventions of 1881 you promised never to interfere in our internal government. Now you ignore those conventions.

Briton—Conditions have changed. You rob us on every hand.

Boer—We want no English amongst our citizens. You are immoral and vicious. You would not make good burghers.

Boer—No nation has the right to isolate itself in a land full of gold and diamonds. You are only half civilised. You are religious bigots.

Boer—If our laws please you not, you are free to go away.

Boer—We are here to stay.

Boer—If God wills it, we will fight to the death.

Boer—So will we.

Boer—Remember Majuba Hill.

Briton—We do.

THE KING'S OWN RESERVISTS.

The Pioneer correspondent from London in a telegram, dated the 19th, says—The Stock Exchange opened steadily yesterday, but large sales in important securities brought Consols lower than they have been for the last six years, at present the figure being below 99.

The Paris operators also on the Kafir market discontinued their purchases with the result that there was a slump in Africans and general uneasiness prevails.

The appointments of Lords' Roberts and Kitchener have met with universal approval in the press both at home and abroad. Everyone testifies to Lord Roberts' popularity in the army and Lord Kitchener's great powers of organisation.

The American papers agree that England is prepared for every eventuality. They say—She stood by us last year. We will stand by her now!

The German papers are amazed at the great valour displayed by our officers and men. They prophesy that the Boer combination of the strategical offensive with the tactical defensive must universally revolutionise military instructions.

The Paris papers recognise that the Wolseley school has been completely superseded.

The military critics in London applaud the astuteness of government in covering the appointment of Lord Kitchener by that of Lord Roberts, thus leaving powerful interests unruled. The authorities have long recognised the necessity of appointing an assistant to General Buller, but the latter, after weighing the claims of Lord Kitchener and Sir Francis Grenfell, shelved the matter, whereupon the authorities moved. I believe Lord Kitchener, whose influence at Hatfield is enormous, urgently sought a command in the present campaign.

General Buller wires to-day in a reassuring strain, though the heat is excessive and the scarcity of water compels him to remain on the bank of the river.

The Eastern Telegraph Company reports a cyclone at Mozambique has impaired the Delagoa cable.

Twenty-one transports are due at Cape Town before the 18th January.

THE PRISONERS AT PRETORIA.

CALCUTTA, December 21st.

A letter from an officer of the Gloucesters received here from Pretoria runs—We offered to get up a polo team here but they said they would not care for us to be mounted. The colonel of the 10th Hussars and some of their officers are here, as well as representatives of the Irish Fusiliers, King's Royal Rifles and the Dublin Fusiliers, so we make up a big party of about fifty. We run a small mess, supplementing our rations with delicacies, such as jam and vegetables. Our letters are subject to the censorship of somebody, so I can give you no account yet of our show. Altogether it was full of startling and quaint incidents. I hope this will arrive and if you can write address your letter to Pretoria via Delagoa Bay. Captain Duncan is very well. He was only slightly wounded. We have been well treated.

The fresh-jointed subalterns will be particularly careful to attend to the first, if possible.

THE STATIONMASTER'S WISDOM.

AN INCIDENT OF ELANDSLAAGTE.

The main Boer body were evidently posted at the Elandslaagte railway station.

The Natal Field Artillery let drive at the station buildings, and put one shell right into the gods shed. This seems to have, very naturally, alarmed the Boers, for they came pouring out like bees, leaving the prisoners whom they had taken from the captured train to escape. The one man, however, they had evidently set their mark on was the stationmaster. They left a man in charge of this official with instructions to shoot him, but when the Boer came to consider about carrying out the deadly instructions, he found that he had no ammunition. He appealed to the stationmaster for a way out of the difficulty, and the stationmaster, with a reasonableness of suggestion born of the exacting position in which he had been placed, said—The best thing you can do is to hide that rifle and come with me and have some dinner. The rifle was accordingly hidden, and the stationmaster was free to live on and be merry.

THE SIKHS WHO DIED AT SARACHERI.

It was recently decided to demolish the ruins of the fort at Saracheri on the Samana Range, and to use the stones for the erection of a cairn on the site of the former post. In accordance with the wishes of the C. R. E. at Fort Lockhart, a party of Sikhs, belonging to No. 1 Kohat Mountain Battery, was sent out on the 5th ulto, to search the ruins for the remains of the little garrison furnished by the 36th Sikhs which perished there just two years ago. They recovered fifteen complete skeletons, which were brought back to the camp and cremated on the following day with due ceremony, in accordance with the rites of the Sikh religion. No other relics were found, and even the iron bracelets invariably worn by Sikhs were missing, from which it is evident that the bodies must have been completely stripped before the walls were pulled down upon them by the enemy.

"THE BRAVE AND THE FAIR."

Says a mail paper—A note of chivalry is being imparted into the South African *7th* Horse, the new corps which is being formed of colonials. The horsemen will, as did the knights of old, wear ladies' favours in their hats.

The corps had adopted as a distinguishing mark a headgear similar to that worn by the New South Wales Lancers, and adorned with plumes of black cock's feathers. The Cape town stores were unequal to supply the number of plumes required. The ladies came to the rescue, taking from their own hats the feathers which are very fashionable here just now, and placing them in the hats of these modern knights.

THE FLOODS IN BENTONG.

The north-east monsoons have opened the ball by flooding the country and nearly wiping

Bentong out of existence, writes a correspondent to the *Malay Mail*. All Towkay Lok Yew's mines were flooded out last week; the vegetable gardens and squatters' houses, together with all the pigs on the banks of the Bentong river, were clean swept, while the culies of some of the mines had to take shelter on higher grounds, as their kongsi houses were immersed up to the eaves. No lives, however, were lost, nor was any damage done to the new town. The bridges on the road to the mines were washed away, and communication is only kept up by boats which ferry passengers and goods across the river which thence are several.

INDIA AT THE PARIS EXHIBITION.

The caravans for the Indian tea-house at the Paris Exhibition have now been despatched from Calcutta via Bombay. The departure of the remainder of the consignments for the Indian Court is only delayed for want of the French custom house labels which were to be supplied through the Home Committee in London. The work has been carried through with remarkable celerity by the Indian Forest Department, which deserves much credit in this matter.

FRENCH CABLE IN THE FAR EAST.

After the Germans, the French, instructed by the experience of the war in South Africa, are anxious to have cables of their own. The council superior of the French settlements in Indo-China has just decided to lay a cable from Saigon to Port Arthur, to connect with the Siberian overland wire, the cost of the cable being borne entirely by the colony. This extension, it is considered, must lead to competitive routes between Europe and India, Burma, Penang, and Manila, and so to a reduction of the present high charges.

MEN—OR SHEEP?

As an example of his training in observation, Colonel Baden-Powell tells of how he won a bet when riding with the staff of the Berkshire manufacturers. It was a misty day, and on a neighbouring hill were seen four parties, which, one officer said, were squadrons of cavalry, and another offered to bet two guns. For himself, he saw an individual cross over from one party to the next, which made him willing to bet that they were sheep. An orderly was sent to see, and sheep they proved to be. Baden-Powell, of course, had trained himself to identify distant objects as well as in the art of deduction.

MELINITE AND LYDDITE.

Melinite and lyddite, although not absolutely identical, says the *British Medical Journal*, are so far all practical purposes; and the former is largely used in continental armies. The shells now being used by the Boers in their field guns are loaded with melinite. If accurately

Intimations.

IMPERIAL KWANTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (NINTH PERIOD).

NOTICE is hereby given that the Warrants for Interest on, and RE-PAYMENT of Part Principal of the Bonds of the IMPERIAL KWANTUNG LOAN of 1894 will be ready for issue on the 10th January, 1900, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHÖENICKE, Commissioner of Customs.

Custom House, Canton, 8th January, 1900. [15b]

THE CHINA PROVIDENT LOAN, AND MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 13th January, 1898, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1897, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from 10th to 13th January, 1900, both days inclusive.

SHEWAN, TOME & CO., General Managers.

Hongkong, 5th January, 1900. [28b]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 30th December, 1899. [162b]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 13th January to WEDNESDAY, the 24th January (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,

A. SHELTON HOOPER, Secretary to

The Hongkong Land Investment and Agency Co., Limited.

General Agents for

The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 13th January to WEDNESDAY, the 24th January (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited.

General Agents for

The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. [14b]

EUROPEAN CLERK WANTED.

THE HONGKONG AND KOWLOON WHARF & GODOWN CO. require the Services of a EUROPEAN CLERK, Age about 40. Married man preferred. Liberal Salary to an Experienced Man.

Apply by Letter to—

EDWARD OSBORNE, Secretary.

Hongkong, 8th January, 1900. [41b]

NOTICE is hereby given that a certain SHARE CERTIFICATE numbered 2737 for 100 Shares in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, has been issued fraudulently and without the authority of the said Company and is now in circulation.

ALL PERSONS therefore are hereby warned against purchasing or otherwise dealing with the said Share Certificate.

EDWARD OSBORNE, Secretary.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED.

Hongkong, 30th December, 1899. [162a]

Notice of Firms.

NOTICE.

I HAVE this Day established myself in Hongkong as a MERCHANT and COMMISSION AGENT, under the STYLE and FIRM of F. W. HALL & CO.

F. W. HALL,
No. 1, Duddell Street.

Hongkong, 1st January, 1900. [16b]

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO., 12, Beaconsfield Arcade, Hongkong, 3rd January, 1900. [20a]

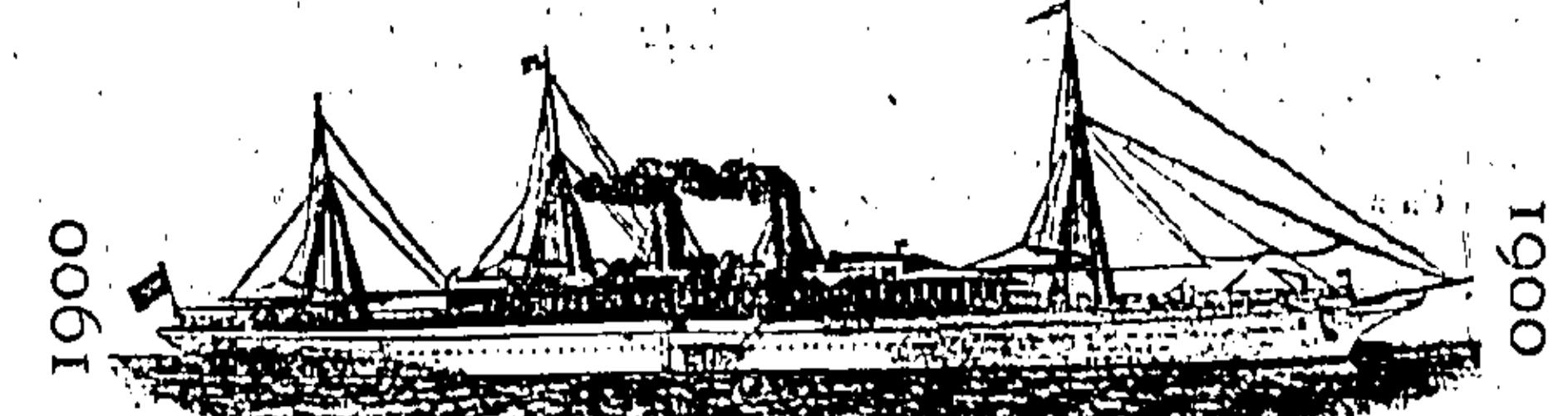
THE WANCHAI GODOWNS.

WE have this Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING, MOK KUN HUI, MOK YEKU LIM, Hongkong, 3rd January, 1900. [21b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 17th January.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 14th February.

EMPEROR OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 14th March.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, SAVING THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's EXHIBITION), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Polder's Street. [3]

Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KORE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

VIA VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Saint Irene ... 1,877 | W. Atree ... 1 Jan. 12.

Rebesch ... 1,557 | G. E. Elliott ... 1 Jan. 20.

Tacoma ... 1,811 | A. Dixon ... 1 Jan. 30.

Also, FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie ... 1,777 | J. Murray ... 1 Jan. 27.

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG to LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDES carried.

HONGKONG to NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK route, and passengers are allowed to break their Journey at any point en route.

HONGKONG to TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consignee Invoices of Goods for United States Points should be sent in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 8th January, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Hongkong, 26th December, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAIT, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

STRATHGYLE, will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KORE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time.

All parcels should be marked to address in full. Value of same is required.

Consignee Invoices to accompany cargo despatched to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

H. A. RITCHIE, Superintendent.

Hongkong, 9th January, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU. MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. SUNDAY, 14th Jan., at 12 M. Bainbridge.

*KINSHU MARU. VICTORIA, B.C. and SEATTLE VIA SHANGHAI (WOOUNG) KOBE and YOKOHAMA. MONDAY, 15th Jan., at 4 P.M. W. Brady.

YAWATA MARU. MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. FRIDAY, 26th Jan., at 4 P.M. A. E. Moses.

KAMAKURA MARU. MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 26th Jan., at Noon. K. Nakamura.

* * * * * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1900. [6]

NORTHERN PACIFIC STEAMSHIP COMPANY.

"TIENTSIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage

Estimations.

The Share Market.

LATEST QUOTATIONS.

(January 9th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	350% premium
The Bank of China & Japan, Limited—(Preference).	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary).	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred).	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders.	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$23
China Traders' Ins. Co., Ltd.	\$ 25	\$57
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$110
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$23
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$330
China Fire Ins. Co., Ltd.	\$ 20	\$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd. & Manila S.S. Co., Ltd.	£ 10	\$84
Douglas Steamship Co., Ltd.	\$ 50	\$90
China Mutual S. N. Co., Ltd.—(Pref).	\$ 50	\$52
China Mutual S. N. Co., Ltd.—(O'ary).	£ 10	£9.15 buyers
China Mutual S. N. Co., Ltd.—(U'ary).	£ 5	£4.15
Star Ferry Co., Ltd.	£ 10	\$20
"Shell" Transport & Trading Co., Ltd.	£ 100	\$40
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$120
Luzon Sugar Refining Co., Ltd.	\$100	\$47
Mining.		
Punjab Mining Co., Ltd.	\$ 6	564
Punjab Mining Preference Shares.	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin.	Fcs. 250	\$1.00
Ques. Mar. Co., Ltd.	25 Cts.	\$1.10
Jeletz Mining and Trading Co., Ltd.	\$ 5	\$123
Raub Alian Gold Mining Co., Ltd.	15s. 10d.	\$614
Olivers Freehold Mines, Ltd.	\$ 5	\$89
Olivers Freehold Mines, Ltd.	\$ 43	\$6
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.70
Do. (Preference)	1	\$0.30
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	340% premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$88
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	£45 buyers
New Army Dock Co., Ltd.	\$ 64	\$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$119
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$41
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$25
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$50
Two Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 65
Laotung Kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$30
China-Jerneco Co., Ltd.	8 15	\$15
A. S. Watson & Co., Limited.	\$ 10	\$14
Watkins, Limited.	\$ 10	\$10
Hongkong Electric Co., Limited.	\$ 10	\$10
Hongkong Electric Co., Limited.	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	\$ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$225
Geo. Fenwick & Co., Ltd.	\$ 25	\$50
H'kong Ice Co., Ltd.	\$ 100	\$45
H'kong High Level Tramways Co., Ltd.	\$ 6	\$6
Dairy Farm Co., Ltd.	\$ 50	\$25
Taylor, Mrs. B.	\$ 10	\$15 buyers
Campbell, Moore and Co., Ltd.	£ 1	£1 nominal
Bell's Asbestos Eastern Agency, Ltd.	\$ 4	\$4
Sailing Vessels.		
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